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NPS National Transit Inventory, 2012

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Definitions

The following terms are used in this report:

ATP	Alternative Transportation Program
FLHP	Federal Lands Highway Program
FLTP	Federal Lands Transportation Program
FLREA	Federal Lands Recreation Enhancement Act
MAP-21	Moving Ahead for Progress in the 21st Century
NPS	National Park Service
TRIP	Transit in Parks

Key Findings

The National Park Service (NPS) 2012 National Transit Inventory documented:

- 147 discrete transit systems in 72 of the 401 NPS units.
- 36.3 million passenger boardings, of which 29.6 million (81.4%) were associated with the top 10 high use systems (by passenger boardings).
- 97 (66%) of systems operate under concession contracts and represent the majority (54.4%) of all passenger boardings. 20 (13.6%) of systems are owned and operated by NPS and 13 (8.8%) operate under service contracts. Each account for 13.4% of all passenger boardings. 17 (11.6%) of systems operate under a cooperative agreement and represent 18.7% of passenger boardings.
- 52 systems that provide sole access to an NPS site because of resource/management needs and geographic constraints.
- 12 systems operated by a local transit agency under a specific agreement with the NPS
- 890 vehicles, including 264 vehicles owned or leased by the NPS. 56 vehicles operate in systems with intermixed NPS and Non-NPS owners.
- 66% (175/264) of NPS-owned vehicles operate on alternative fuel, while 14% (79/562) of Non-NPS-owned vehicles operate on alternative fuel.

Introduction

In 2012, the NPS ATP sought to update the 2007 National NPS Transit Inventory and begin collecting data on an annual basis. This effort serves two purposes:

- Understand and communicate transit assets both within the NPS and to partner agencies, Congress, and the general public.
- Comply with Public Law 112-141 Moving Ahead for Progress in the 21st Century (MAP-21) section 203 (c) which requires the NPS to conduct a facilities inventory.

The inventory was only intended to capture transit assets, and does not encompass a complete facilities inventory. It therefore may fulfill part of the MAP-21 requirement, but additional inventory efforts will be necessary to capture other facilities. The 2012 inventory was the basis of the transit inventory given to the Federal Lands Transportation Program (FLTP) in fulfillment of MAP-21.

Working in coordination with the NPS regions and the U.S. Department of Transportation's Volpe National Transportation Systems Center, the ATP developed a definition of NPS transit systems to ensure consistent data collection across the nation and over time. Only units with systems that met these three criteria were considered for the inventory (see Appendix A for more information):

1. Moves people by motorized vehicle on a regularly scheduled service;[*]
2. Operates under one of the following business models: concessions contract; service contract; partner agreement including memorandum of understanding, memorandum of agreement, or cooperative agreement (commercial use authorizations are not included); or NPS owned and operated; and[†]
3. All routes and services at a given unit that are operated under the same business model by the same operator are considered a single NPS transit system.

A guiding principle of the effort was that reporting should be a minimal burden to unit and regional staff. As such, the inventory effort sought a modest set of easily reportable information available across all NPS units and system types:

- Transit system name and description
- Passenger boardings
- Business model
- Vehicle type
- Owner and operator type (NPS or Non-NPS) and contact information
- Vehicle fuel type and number
- Funding sources used for fiscal year 2012
- Whether the system provides sole access to an NPS site
- Whether a local transit agency participates in the service.

[*] Services with a posted schedule that have standard operating seasons/days of week/hours. Services which do not operate on a fixed route, or exist for the sole purpose of providing access to persons with disabilities, are not included.

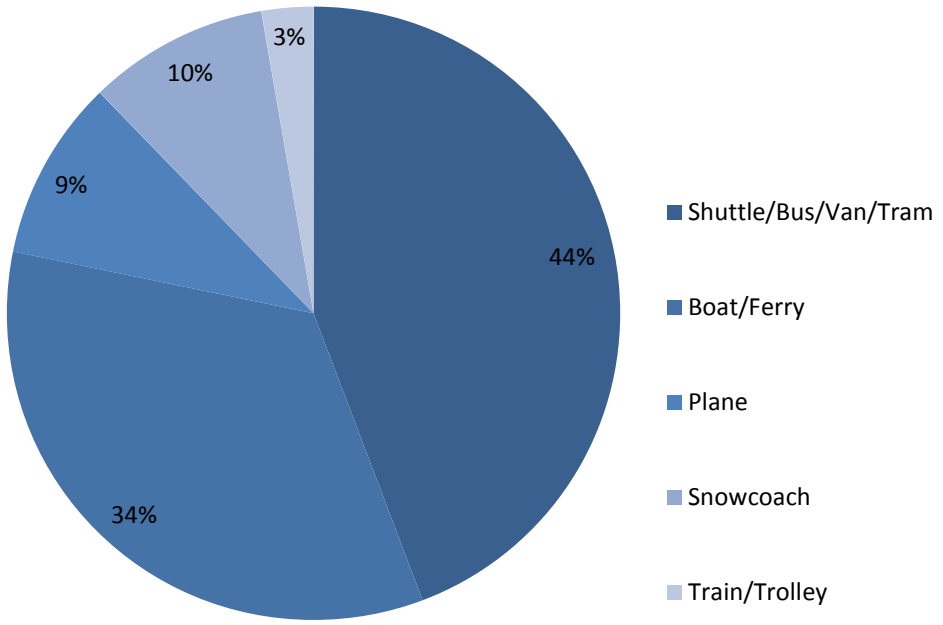
[†] For the purposes of this inventory, no distinction was drawn between memorandum of understanding, memorandum of agreement, and cooperative agreement. All were recorded as "cooperative agreement."

The NPS ATP requested data for the calendar year because most systems tend to collect information such as ridership on that basis. The 2012 NPS National Transit Inventory focused on a limited dataset and relatively modest goals in order to establish a successful precedent for future years. Future annual updates may include more detailed information, such as costs and vehicle characteristics. Appendix B includes a full list of surveyed transit systems.

Results

The 2012 inventory identified 147 discrete transit systems spanning 72 of the 401 units of the NPS System. The NPS alternative transportation system is diverse. Shuttle/bus/van/tram systems make up the largest share of all system types (44%), followed by boat/ferry systems (34%), planes (9%), snowcoaches (10%), and trains/trolleys (3%) (see Figure 1). Fifty two systems provide sole access to an NPS site because of resource/management needs or geographic constraints, and twelve systems are operated by a local transit agency under a specific agreement with the NPS.

Figure 1
Systems by mode
Source: 2012 NPS National Transit Inventory data

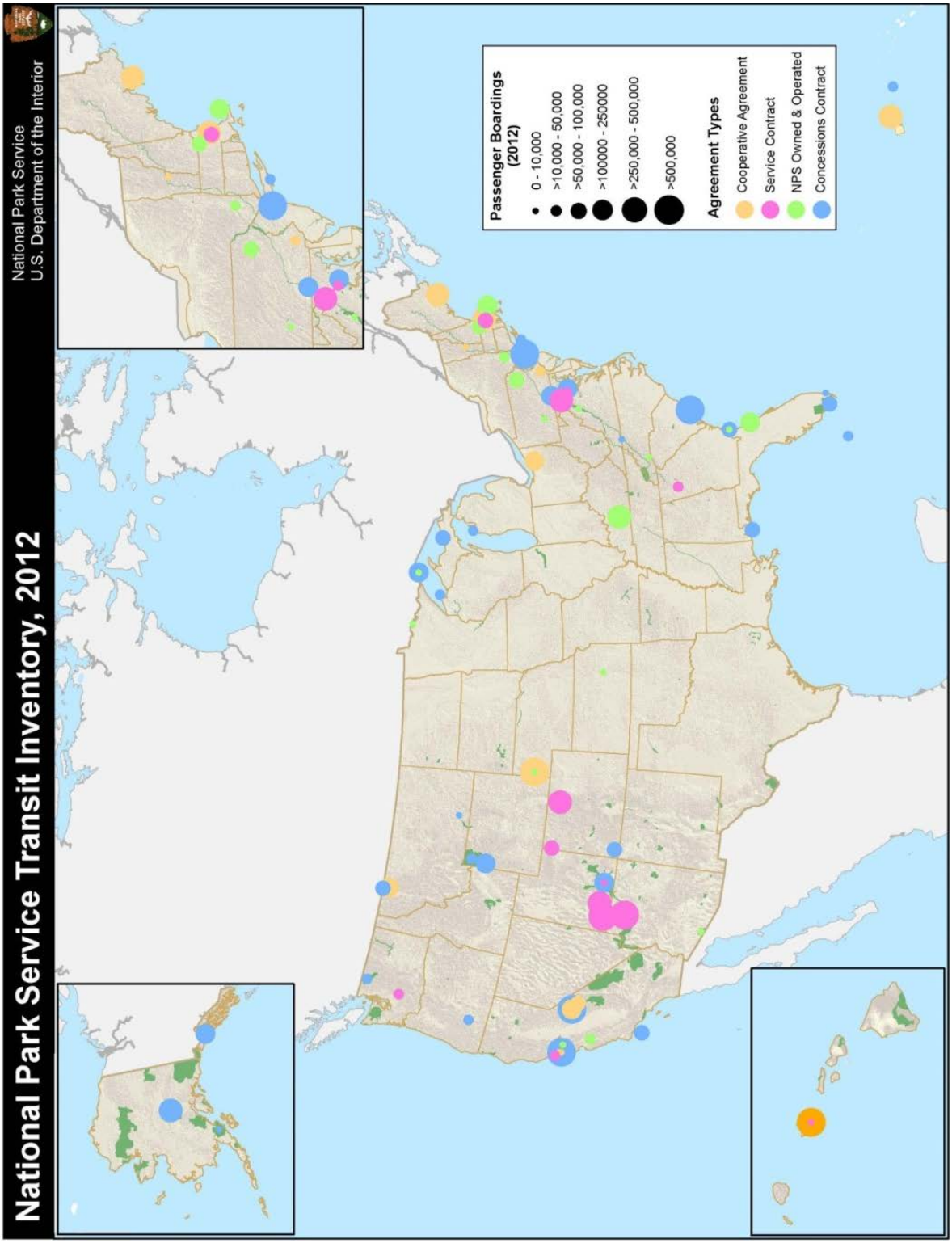


Findings of the 2012 inventory are presented in the following sections:

- Business Models
- Passenger Boardings
- Vehicle Fleets and Fuel Types
- Funding

Figure 2 presents business models and passenger boardings together in a geographical context.

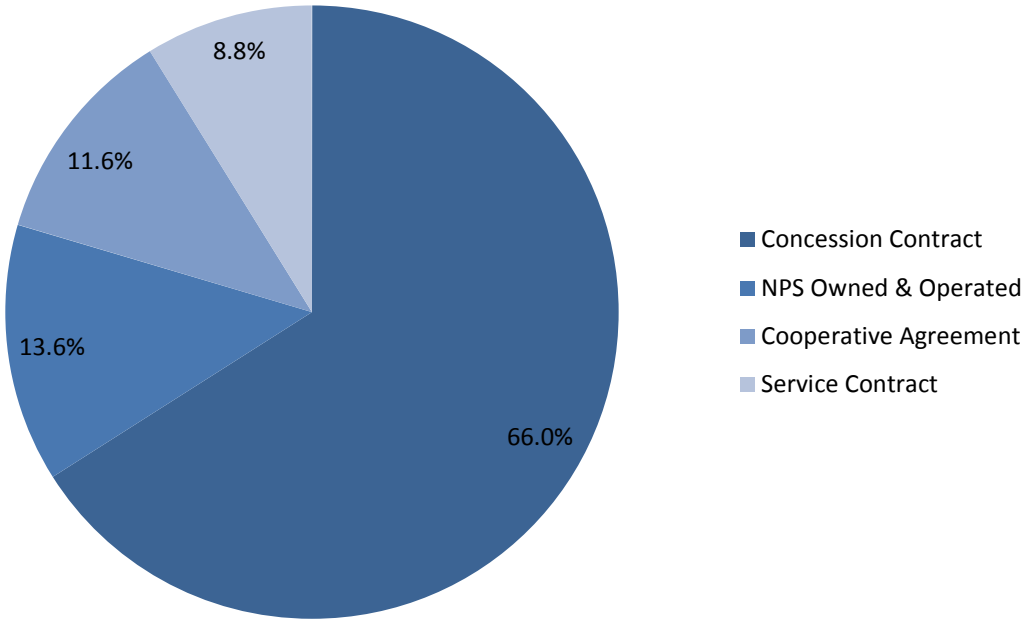
Figure 2
System locations, business models, and passenger boardings



Business Models

97 (66%) of the 147 identified transit systems were identified as concession contracts where a concessioner pays the NPS a franchise fee to operate inside a unit. 20 (13.6%) of transit systems are owned and operated exclusively by the NPS. 17 (11.6%) of the transit systems are operated under a cooperative agreement with another government agency or nonprofit. 13 (8.8%) of transit systems are operated by a private firm under a service contract (see Figure 3).

Figure 3
Systems by business model
Source: 2012 NPS National Transit Inventory data



Passenger Boardings

The 2012 inventory documented 36.3 million passenger boardings across all NPS transit systems.* Approximately 80% of these boardings are attributable to the 10 high use transit systems (by boardings) (see Table 1).

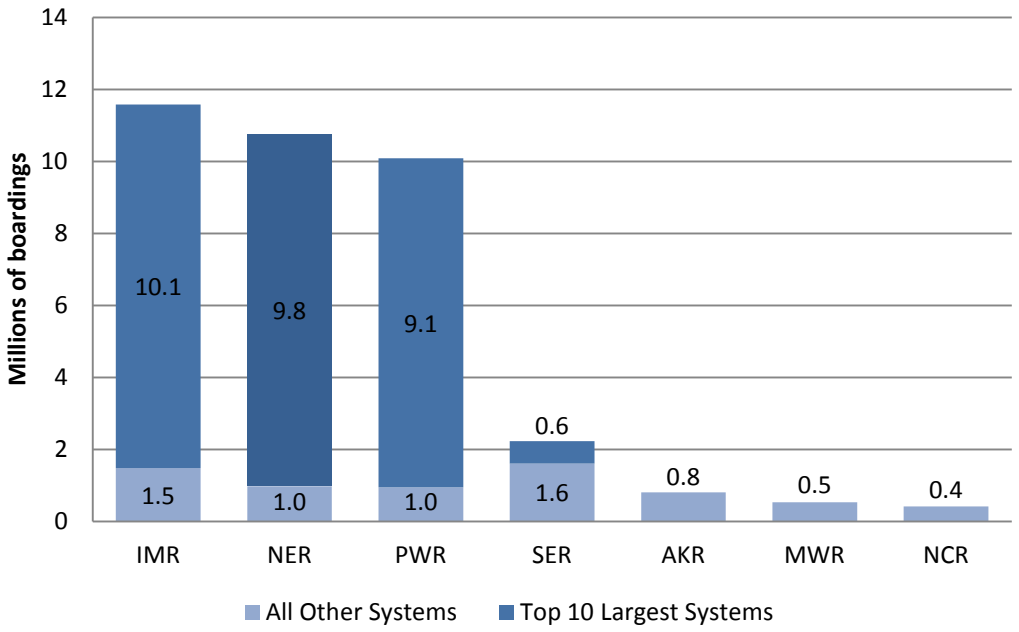
Table 1
Passenger boardings for the 10 highest use transit systems
Source: 2012 NPS National Transit Inventory data

Rank	System Name	Region	2012 Boardings	Business Model
1	Statue of Liberty Ferries	NER	9,301,507	Concession Contract
2	Grand Canyon South Rim Shuttle Bus Service	IMR	6,177,000	Service Contract
3	Zion Canyon Shuttle	IMR	3,461,665	Service Contract
4	Yosemite Valley Shuttle	PWR	3,175,039	Concession Contract
5	Alcatraz Cruises ferry	PWR	3,061,494	Concession Contract
6	USS Arizona Memorial Tour	PWR	1,460,000	Cooperative Agreement
7	Giant Forest Shuttle	PWR	1,439,534	Cooperative Agreement
8	Fort Sumter Ferry service	SER	626,220	Concession Contract
9	Rocky Mountain Bear Lake & Moraine Park shuttle	IMR	460,000	Service Contract
10	Acadia Island Explorer	NER	458,268	Cooperative Agreement

The Intermountain, Northeast, and Pacific West NPS regions each reported over 10 million passenger boardings in 2012 and far exceeded other regions; however, if one were to remove the 10 highest use systems from consideration, each region ranged between 0.4 and 1.6 million boardings (see Figure 4).

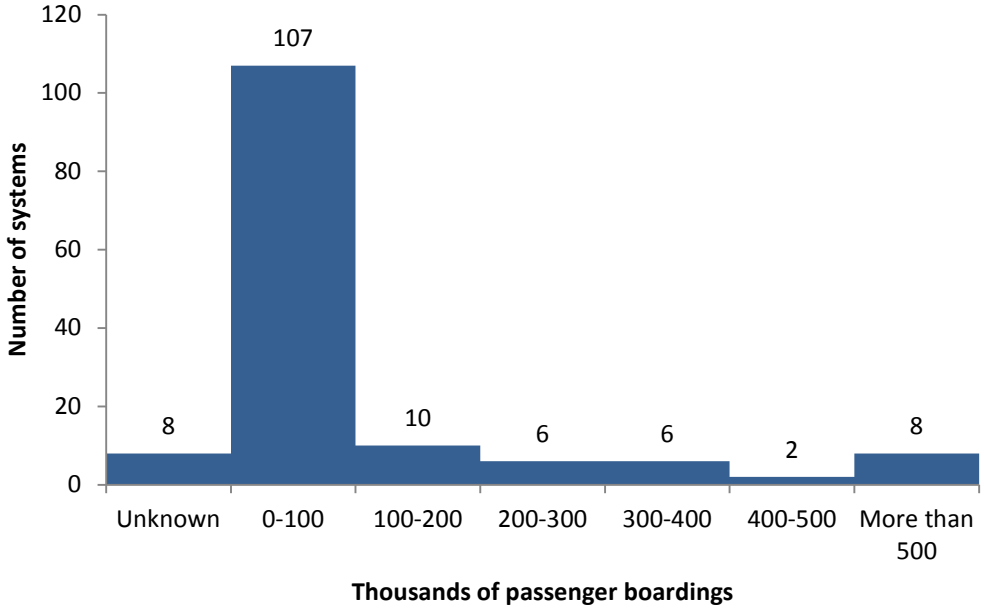
* A "passenger boarding" occurs each time a passenger boards a vehicle. This is an industry standard measure also known as an "unlinked trip" and is used in the Federal Transit Administration's National Transit Database. Although difficult to collect, future inventory efforts may consider directly documenting the number of passengers.

Figure 4
Passenger boardings by NPS region
Source: 2012 NPS National Transit Inventory data



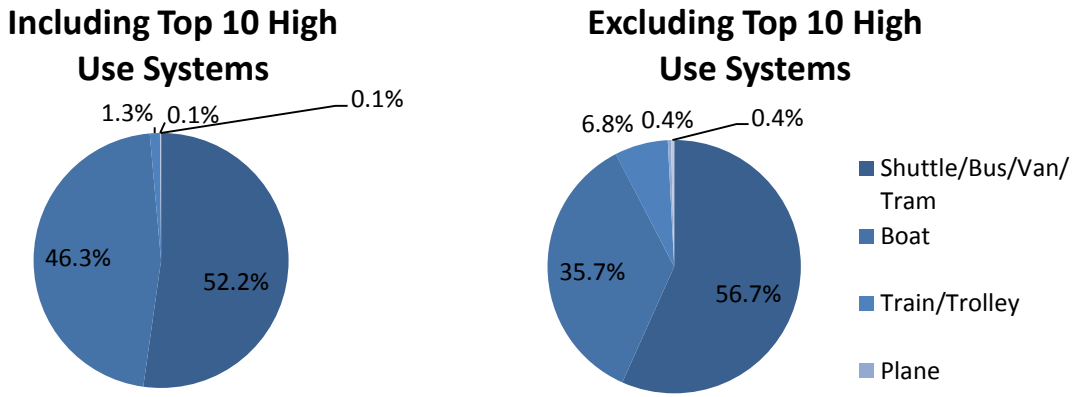
A further analysis of passenger boardings shows that 107 of the transit systems had less than 100,000 passenger boardings in 2012 (including 89 systems below 50,000 passenger boardings). Figure 5 depicts the number of systems at different levels of boardings.

Figure 5
Histogram of passenger boardings
Source: 2012 NPS National Transit Inventory data



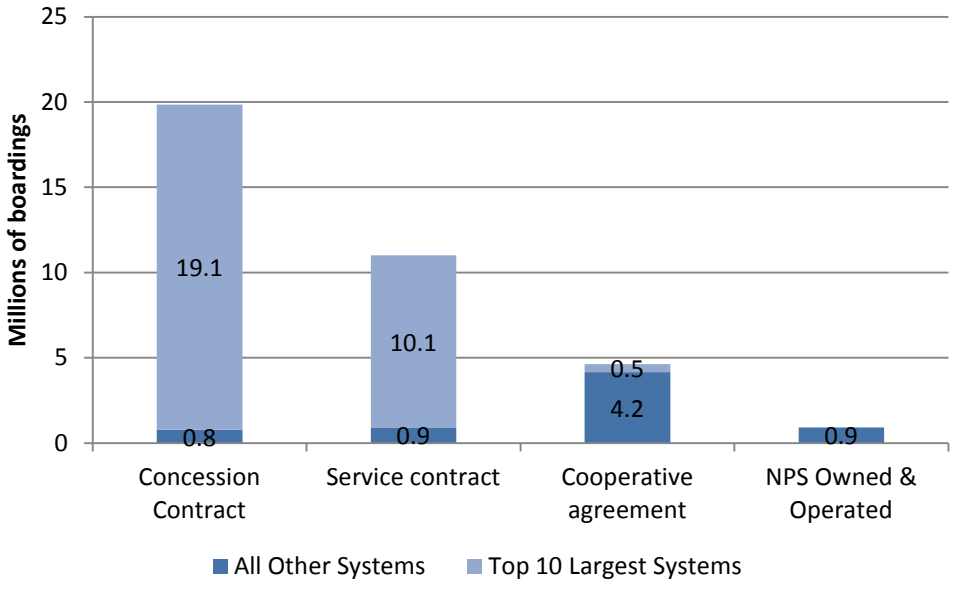
More than half of all passenger boardings (52.2%) utilize a shuttle/bus/van/tram, while nearly as many (46.3%) utilize a boat/ferry. Trains/trollies, planes, and snowcoaches accounted for 1.5% of all passenger boardings. However, if one were to exclude the 10 highest use systems, the share of passenger boardings for boats/ferries declines to 35.7% while the share for each other mode increases (see Figure 6).

Figure 6
Share of passenger boardings by mode
Source: 2012 NPS National Transit Inventory data



The majority of passenger boardings (54.5%) took place on systems operated under concession contracts. 30.3% took place under service contracts, 12.7% under cooperative agreements, and 2.5% under NPS owned and operated systems. However, by removing the 10 high use systems (half of which are concession contracts), passenger boardings under each business model come into closer alignment (see Figure 7).

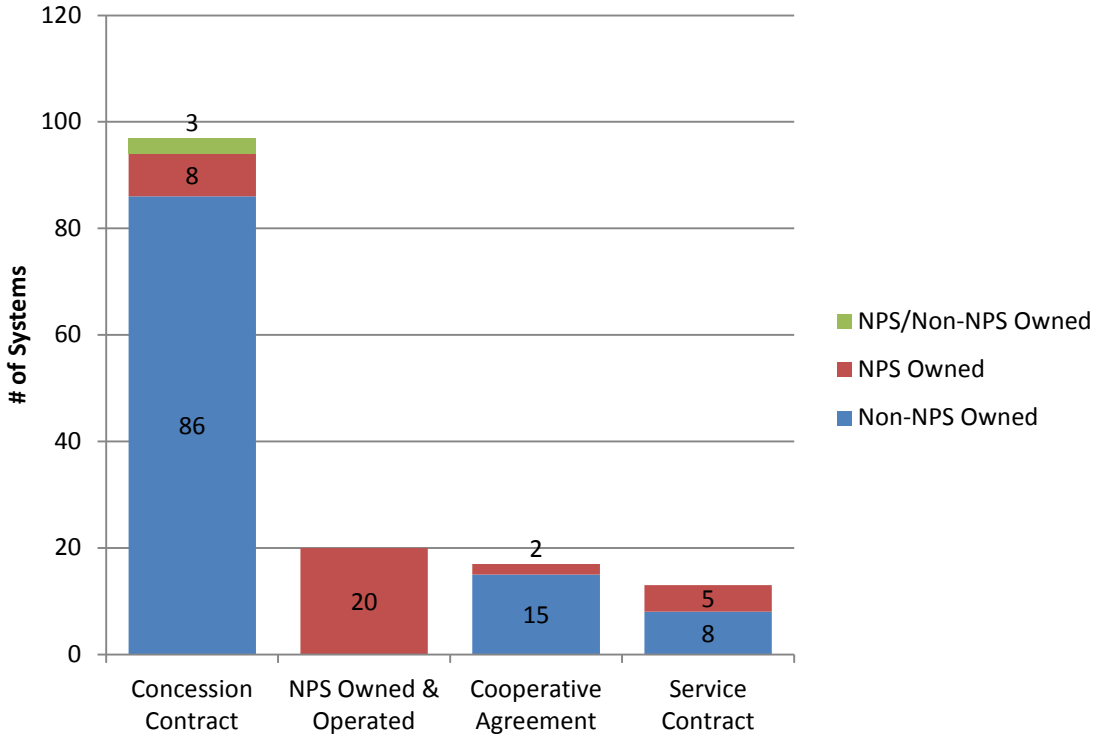
Figure 7
Passenger boardings by business model
Source: 2012 NPS National Transit Inventory data



Vehicle Fleets and Fuel Types

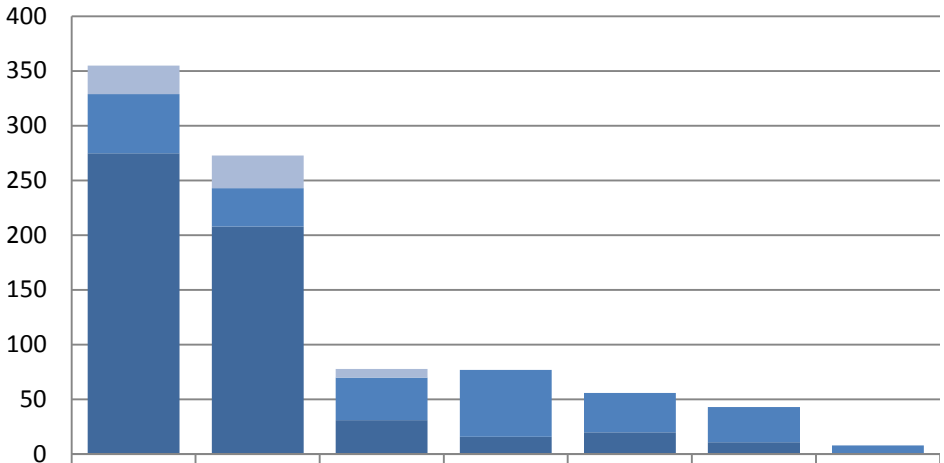
97 (66%) of these transit systems were identified as concession contracts, of which 8 utilize vehicle fleets owned exclusively by the NPS. 3 concessions systems utilize a vehicle fleet comprised of both NPS and Non-NPS vehicles. 20 (13.6%) of transit systems are owned and operated exclusively by the NPS. 17 (11.6%) of the transit systems are operated under a cooperative agreement, of which 2 utilize vehicles owned by the NPS. 13 (8.8%) of transit systems are operated under a service contract, of which 5 are owned by the NPS (see Figure 8).

Figure 8
Fleet ownership by business model
Source: 2012 NPS National Transit Inventory data



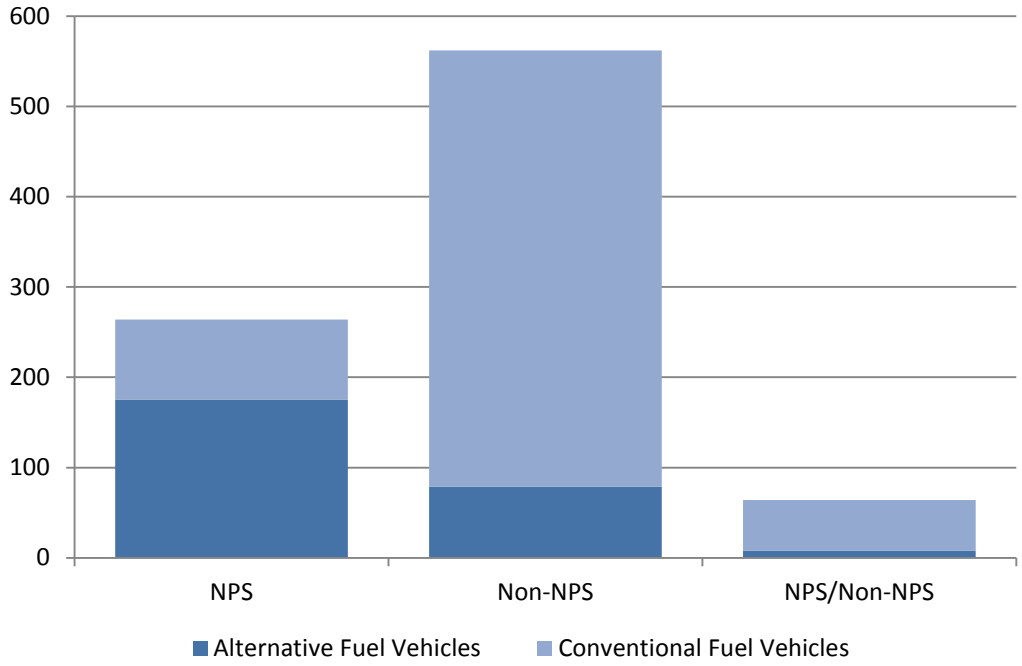
The NPS transit system is comprised of a diverse fleet of vehicles powered by both conventional and alternative fuels. The NPS-owned fleet (264 vehicles) is comprised of all fuel types, with 66.3% of all vehicles classified as alternative fuel vehicles. The much larger (562 vehicle) Non-NPS owned fleet is comprised of 14.1% alternative fuel vehicles (see Figure 9 and Figure 10).

Figure 9
Number of vehicles by fuel type
Source: 2012 NPS National Transit Inventory data



	Diesel	Gasoline	Propane	Hybrid Electric	CNG	Biodiesel	Electric
NPS/Non-NPS Owned	26	30	8				
NPS Owned	54	35	39	61	36	32	7
Non-NPS Owned	275	208	31	16	20	11	1

Figure 10
Fleet: Conventional vs. alternative fuel vehicles by ownership
Source: 2012 NPS National Transit Inventory data



Funding

The inventory documented a wide variety of funding sources used by the NPS to move people by transit in FY2012. Under each of the 97 concession contracts, concessioners charge visitors for service and pay a contractually required franchise fee to the NPS (11 concessioners utilize vehicle fleets owned in full or in part by the NPS). To pay costs, 24 systems used base funds, 15 systems used transportation fees, 12 systems used TRIP grants, 8 systems used FLREA funds, and 6 systems used FLHP Category III funds in FY2012 (see Table 2).

Table 2
Funding sources used to fund NPS transit systems
Source: 2012 NPS National Transit Inventory data

Funding Source	Number of Systems
Base Funds	24
Transportation Fee	15
Partner Sources	16
FLREA	8
TRIP	12
FLHP Category III	3

Lessons Learned

The most important consideration in conducting the 2012 National NPS Transit Inventory was minimizing the burden to park staff while collecting consistent, comprehensive, and useful information across the NPS System. Access to data and understanding of transportation concepts and terminology varied widely among unit staff. At the same time, despite careful upfront thought, the diversity of NPS transit systems revealed some ambiguities and challenges inherent to the definition described on page 2.

The NPS ATP will seek to make incremental improvements in each successive year of data collection. Below are a few key considerations as the ATS Program looks ahead to the 2013 inventory:

- **Data Availability** – While many units collect and report annual ridership and financial information for transit systems, there are no reporting guidelines nor is there a central repository for this data. While these reports tend to be exhaustive, it can sometimes be difficult to pull essential information for a national inventory. Furthermore, concessioners and partner groups may not always be forthcoming with this information.
- **Staff Knowledge** – While some parks have dedicated transportation staff, many rely on park leadership, facility management or maintenance staff, concessions managers, or visitor services staff to oversee transit systems. Therefore, staff had varying degrees of familiarity with transportation terms, especially funding sources, fee authorities, and business models.
- **Transit Definition** – The definition of transit had to be detailed enough to bound the universe of transit systems, but not so detailed as to be overly restrictive. The "Regularly scheduled" criterion was a frequent point of confusion. Also, charter systems, single modes with multiple operators, and multiple modes managed under one operator all challenged the definition. In response to these challenges, the original draft definition was altered to improve clarity.
- **Detail and Data Usefulness** – In some cases, asking park staff for more detail would not add a significant burden, but would increase the usefulness of the inventory results. In other cases, more information would be extremely useful, but perhaps too much to ask of busy park staff. The nature of sole access, funding and franchise fee amounts, and operating costs are all items to carefully consider collecting for future inventories.

Appendix A – Definition of Transit

The NPS WASO Alternative Transportation Program (ATP) developed a definition for an "NPS transit system" prior to conducting the 2012 transit inventory. Only units with systems that met these three criteria were considered for the inventory:

1. Moves people by motorized vehicle on a regularly scheduled service;[*]
2. Operates under one of the following business models: concessions contract; service contract; partner agreement including memorandum of understanding, memorandum of agreement, or cooperative agreement (commercial use authorizations are not included); or NPS owned and operated; and[†]
3. All routes and services at a given unit that are operated under the same business model by the same operator are considered a single NPS transit system.

This definition was based on a review of past efforts, analysis of the existing transit portfolio, and individual and group conversations with the Regional Transportation Program Managers and the Federal Lands Highway Program Service-wide Maintenance Advisory Committee (FLHP-SMAC). In response to challenges encountered during the course of the inventory, the project team made small changes to the original draft definition to improve clarity. The team applied the definition uniformly to all potential systems to determine whether or not each should be included in the inventory.

In formulating the draft definition, the NPS ATP pursued two tandem goals: agreement and objectivity. As the seven regions of the park service have unique management, assets, services, needs, and approaches it was unlikely that a single definition could meet all needs entirely, but one goal was to create a single definition that all regions and WASO could agree upon and that met most of everyone's needs. The second goal was to create an objective definition such that two different, reasonable people would apply the definition in the same way.

The NPS ATP investigated several potential criteria that stemmed from existing ATP documents, Transit in Parks Program (TRIP) documents and applications, and conversations with ATP stakeholders, as presented below.

Provides transit service: An "NPS transit system" should provide transit service. In the glossary of the National Transit Database, the Federal Transit Administration defines transit as synonymous with public transportation and public transportation is defined as follows in the Federal Transit Act, "transportation by a conveyance that provides regular and continuing general or special transportation to the public, but does not include school bus, charter, or intercity bus transportation or intercity passenger rail transportation provided by [Amtrak]."Conversations with NPS regional transportation coordinators further specified transit service should be limited to motorized conveyances. Based on this, the NPS ATP proposed the following criterion: "***moves people by motorized vehicle on a regularly scheduled service***."

Is important to the NPS mission: The importance of transit systems to fulfilling the NPS mission is a core tenet of the ATP, as established in previous program plans and extensively discussed at program meetings. However, the simple question "Is this system important to the NPS mission?" is

[*] Services with a posted schedule that have standard operating seasons/days of week/hours. Services which do not operate on a fixed route, or exist for the sole purpose of providing access to persons with disabilities, are not included.

[†] For the purposes of this inventory, no distinction was drawn between memorandum of understanding, memorandum of agreement, and cooperative agreement. All were recorded as "cooperative agreement."

subjective and would return inconsistent results. For many systems, particularly those for which the NPS has a financial stake or has a formal contract or agreement in place, the answer seems clear: because the NPS has made an effort to provide the service, the service is assumed to be important to the mission. Other services, particularly those which are operated under commercial use authorization (CUA), are not as clearly essential to the mission. Thus, the NPS ATP proposed the following criterion: ***"operates under one of the following business models: concessions contract; service contract; partner agreement including memorandum of understanding, memorandum of agreement, or cooperative agreement (commercial use authorizations are not included); or NPS owned and operated systems."*** The NPS ATP used "cooperative agreement" as a general term, encompassing all qualifying partner agreements (memorandum of understanding, memorandum of agreement, and cooperative agreement).

Concession contracts were included because they require resources and desire by the NPS to initiate. Also, after the bid and award process, concession contracts limit competition with other private operators and thus generally result in close working relationships with the NPS. Commercial use authorizations are not included because prospective CUA operators request permission from NPS to operate. These agreements are not initiated by the NPS and the resulting services are inherently not "NPS" systems.

CUAs were not included because these services are owned and operated by private operators, and the NPS only provides oversight to ensure the services are operated in accordance with NPS policies and requirements. There are hundreds of CUAs service-wide that provide visitors tours and transportation. The burden of collecting and reporting information on all of these systems could be burdensome to units and regions. If information were to be collected and reported on CUA services at all, an objective measure of importance would need to be identified and two key questions would need to be addressed. First, how does one objectively determine whether a service operated under a CUA is important versus non-essential to the NPS mission? This effort found only one sub-category of CUA that could be considered objective: services that provide sole access to an NPS resource. Second, should NPS represent as its own services for which it has no role in the acquisition, operations, or maintenance activities? Even for CUAs which provide sole access, this effort suggests not. This determination is not to suggest that the service is not important to the NPS, but rather to acknowledge that the service is not the responsibility of NPS – in other words, it is not an "NPS transit system." These systems could be tracked separately but would not be included in the inventory.

Reduces VMT: Reduced VMT was a key factor in TRIP applications because, in theory, reducing VMT reduces emissions. However, the simple question of "Does a system reduce VMT?" was tested on candidate NPS transit systems, and answers tended to be complex and debatable. The NPS ATP determined that "reduces VMT" is not an objective criterion. Although reducing VMT can be a goal of NPS transit systems, it should not be a defining characteristic.

Provides sole access: Both TRIP and Category III have traditionally funded systems which provide sole access via alternative transportation. The question "Does a system provide sole access?" was tested on candidate NPS transit systems. However, not all NPS transit systems provide sole access, and not all systems which provide sole access meet other likely criteria of a definition, such as NPS having a financial stake. Thus, this would not contribute toward a simple, clear definition.

Tours versus transportation: The TRIP program has long made a distinction between tours and transportation, the former being a recreational activity itself, and the latter being the conveyance of a passenger to or between activities. Whether a system is a tour or provides transportation was tested on candidate NPS transit systems. The distinction was often ambiguous. Many "transportation services" also provide interpretation or offer an experience on board. Many "tours" transport people to activities, allow people to get on and off, and/or take passengers to

places in national parks that they could not access in their cars (for example, to a point on a body of water). Furthermore, both tours and transportation services further the visitor experience component of the NPS mission, and the NPS ATP sought not to prioritize one over the other. Although in daily life a transportation trip (often thought to be mandatory, for instance, to the grocery store) might be more important than a tour trip (often thought to be discretionary, for instance, a historical tour of a battlefield), in a recreational setting such as national park both types of trips may be vital to providing high quality visitor experiences.

Is part of a connected, multimodal network: Several stakeholders suggested this criterion. However, it is vague, and requires further definition of the term "connected, multimodal network."

Identifying unique systems: In order to be consistent service-wide in counting the number of transit systems, the NPS ATP investigated methods for defining where one transit system stops and another starts and tested these with candidate NPS transit systems, particularly at units thought to have more than one system. Based on this, the NPS ATP proposed a final criterion: "***all routes and services operated by the same operator under the same business model at a given unit are considered a single transit system***."

Once developed, the pilot definition was shared individually with the Transportation Program Manager from each of the seven NPS regions. Feedback from each region was generally supportive. The definition was also presented at the May 2012 Federal Lands Highway Program Service-wide Maintenance Committee. Again, reaction by meeting participants was generally supportive. The Associate Director, Park Planning, Facilities, and Lands, formalized the draft definition in August 2012 in a memo titled: "National Park Service Transit Inventory Definition and Next Steps."

Appendix B – 2012 NPS National Inventory System List

Table 3
2012 NPS transit systems
Source: 2012 NPS National Transit Inventory data

Park Code	Region	System Name
ACAD	NER	Island Explorer & Bicycle Express
ADAM	NER	Adams trolley
APIS	MWR	Excursion boat
BISC	SER	Biscayne National Underwater Park Tours
BLRI	SER	Sharp Top Mountain Shuttle
BOHA	NER	BOHA Ferries
BOHA	NER	Boston Light Tour
BOHA	NER	Thompson Island Ferry
BRCA	IMR	Bryce Canyon Shuttle and Rainbow Point Shuttle
BUIS	SER	Teroro II, Inc Ferry
BUIS	SER	Jolly Roger Charters Ferry
BUIS	SER	Dragonfly Ferry
BUIS	SER	Caribbean Sea Adventures Ferry
BUIS	SER	Big Beard's Adventure Tours Ferry
BUIS	SER	Llewellyn's Charters Ferry
CACO	NER	Coastguard Beach Shuttle
CARL	SER	Electric Shuttle
CHIS	PWR	Channel Islands Aviation
CHIS	PWR	Island Packers
CRLA	PWR	Crater Lake Boat Tour
CRLA	PWR	Rim Drive Trolley Tour
CUIS	SER	Ferry service
CUIS	SER	Land and Legacies Tour
CUVA	MWR	Cuyahoga Valley Scenic Railroad
DENA	AKR	Fly Denali Air Taxi
DENA	AKR	Sheldon Air Taxi
DENA	AKR	K2 Air Taxi
DENA	AKR	TAT Air Taxi
DENA	AKR	Kantishna Air Taxi
DENA	AKR	Bus system
DEPO	PWR	Reds Meadow Shuttle Bus
DINO	IMR	Tram transit
DRTO	SER	Ferry service
EISE	NER	EISE shuttle

Park Code	Region	System Name
EUON	PWR	NPS Shuttle
EVER	SER	Gulf Coast and Flamingo Boat Tours
EVER	SER	Shark Valley Tram Tour
FIIS	NER	Sailors Haven Ferry
FIIS	NER	Watch Hill Ferry
FOMA/CASA	SER	Ferry service
FOSU	SER	Ferry service
GLAC	IMR	Glacier Park Boat Company -interpretive boat tours
GLAC	IMR	Hiker Shuttle
GLAC	IMR	Red Bus Tours
GLAC	IMR	Sprinter Shuttles & Optima Shuttles
GLAC	IMR	Sun Tours
GLBA	AKR	Airport Shuttle
GLBA	AKR	Sea Wolf Adventures Charter Boat
GLBA	AKR	Holland America Cruises
GLBA	AKR	Princess Cruises
GLBA	AKR	Norwegian Cruise Lines
GLBA	AKR	Carnival Cruises
GLBA	AKR	Crystal Cruises
GLBA	AKR	Day boat concession
GLBA	AKR	Alaska Catamaran Tour
GLBA	AKR	American Cruise Lines Tour
GLBA	AKR	Lindblad Special Expeditions Tour
GLBA	AKR	InnerSea Discoveries/American Safari Cruises Tour
GLCA	IMR	Boat tours
GLCA	IMR	Boat tours
GLCA	IMR	Flatwater tour
GLCA	IMR	SR276 passenger ferry
GOGA	PWR	PresidiGo
GOGA/ALCA	PWR	Alcatraz Cruises ferry
GRCA	IMR	Grand Canyon Railway
GRCA	IMR	North Rim Hiker Shuttle
GRCA	IMR	South Rim Bus Tours
GRCA	IMR	South Rim Shuttle Bus Service (Hiker's express, Tusayan Pilot program)
GRTE	IMR	Jenny Lake Shuttle Boat
GUIS	SER	Ship Island Ferry
HAFE	NCR	HAFE shuttle transport
HOFR/ELRO/VAMA	NER	FDR Tram
HOFR/ELRO/VAMA	NER	Roosevelt Ride

Park Code	Region	System Name
HOFR/ELRO/VAMA	NER	Val-Kill Tram
ISRO	MWR	MV Isle Royal Queen IV
ISRO	MWR	MV Ranger III
ISRO	MWR	MV Sandy tour
ISRO	MWR	MV Voyageur II and Sea Hunter III
ISRO	MWR	Royale Air Service Inc. float plane
JOFL/ALPO	NER	Lakebed Tours
KATM	AKR	Shaska Ventures, Inc. Float Plane
KATM	AKR	NoSeeUm Lodge, Inc. Float Plane
KATM	AKR	Branch River Air Service Float Plane
KATM	AKR	Alaska's Enchanted Lake Lodge Float Plane
KATM	AKR	Royal Wolf Lodge Float Plane
KATM	AKR	Kulik Lodge Float Plane
KATM	AKR	Katmailand Inc. (Grosvenor Lodge) Float Plane
KATM	AKR	KATM bus tours
KEMO	SER	Shuttle Bus
LIBI	IMR	LIBI bus tours
LOWE	NER	Canal Tours
LOWE	NER	LOWE Historic Trolley
MABI	NER	Full Circle Trolley
MACA	SER	Cave Tours Bus Shuttle
MACA	SER	Green River and Houchin Ferries
MEVE	IMR	Long House Trailhead tram and Half-day ranger guided
MORA	PWR	Paradise Shuttle
MUWO	PWR	Muir Woods Shuttle
NAMA	NCR	Open Top/Big Bus
NOCA/LACH	PWR	Stehekin Shuttle
NOCA/ROLA	PWR	Ross Lake Hiker Shuttle
ORPI	IMR	Ajo Mountain Drive tour
PINN	PWR	Pinnacle Shuttle
PIRO	MWR	Pictured Rocks Cruises
PORE	PWR	Headlands Shuttle
ROMO	IMR	Bear Lake & Moraine Park shuttle, Hiker Shuttle to Estes Park
SAJU	SER	San Juan Trolley
SCBL	MWR	SCBL free shuttle service
SEKI	PWR	Gateway Shuttle
SEKI	PWR	Giant Forest Shuttle
SHEN	NER	Rapidan Camp bus
SLBE	MWR	Manitou Island Transit
STEA	NER	Scranton Limited & Live Steam Excursions

Park Code	Region	System Name
STLI/ELIS	NER	Statue of Liberty Ferries
TAPR	MWR	TAPR bus tour
VAFO	NER	History of Valley Forge Trolley Tour
VAFO	NER	Revolutionary Shuttle
VALR	PWR	Ford Island Tour
VALR	PWR	USS Arizona Memorial Tour
VOYA	MWR	VOYA tour boat
WOTR	NCR	Fairfax Connector's Wolf Trap Express
YELL	IMR	Backcountry Adventures (YELL 402)
YELL	IMR	Buffalo Bus Touring (YELL 306, 307, 308)
YELL	IMR	Historic Yellow Bus tours
YELL	IMR	Rocky Mountain Snowmobile Adventures (JDOR 013)
YELL	IMR	Scenic Safaries (JDOR 015)
YELL	IMR	See yellowstone Tours (YELL 302)
YELL	IMR	Togwotee Snowmobile Adventures (JDOR 003)
YELL	IMR	Triangle C Ranch (Contract YELL 304)
YELL	IMR	Vacant (JDOR 016)
YELL	IMR	Vacant (YELL 3090)
YELL	IMR	Xanterra Parks & Resorts interpretive bus tours
YELL	IMR	Xanterra Parks & Resorts interpretive van tours
YELL	IMR	YELL boat
YELL	IMR	YELL snow coaches
YELL	IMR	Yellowstone Alpine Guides (YELL 303)
YELL	IMR	Yellowstone Expeditions (YELL 300)
YELL	IMR	Yellowstone Snowcoach Tours (YELL 301)
YELL	IMR	Yellowstone Snowcoach Tours (YELL 305)
YOSE	PWR	Badger Pass Winter Shuttle
YOSE	PWR	Big Trees Tram Tour (Mariposa Grove Tram)
YOSE	PWR	Mariposa Grove Shuttle
YOSE	PWR	Tram Tours and Hiker Shuttle
YOSE	PWR	Tuolumne Shuttle
YOSE	PWR	YARTS
YOSE	PWR	Yosemite Valley Shuttle
ZION	IMR	Zion Canyon Shuttle

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14. ABSTRACT

This document summarizes key highlights from the National Park Service (NPS) 2012 National Transit Inventory, and presents data for NPS transit systems system-wide. The document discusses statistics related to ridership, business models, fleet characteristics, funding sources, and other categories. Key findings include:
-36.3 million total passenger boardings in 2012
-66% of NPS transit systems operate under concession contracts
-12 NPS transit systems are operated by a local transit agency
-66% (175/264) of NPS-owned vehicles operate on alternative fuel
The inventory will be repeated annually.

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National Park Service, Alternative Transportation Program, motorized vehicles, business model

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